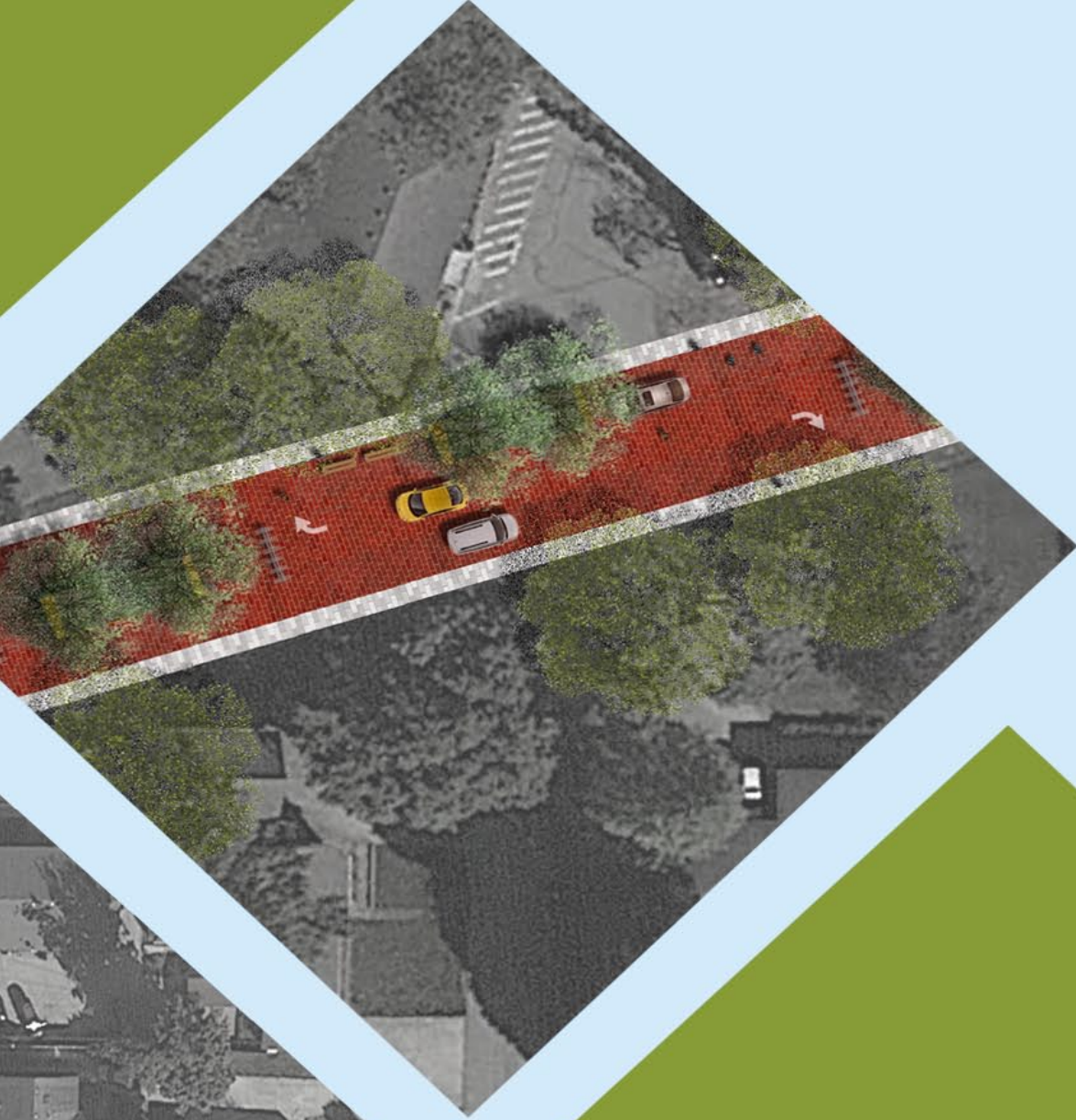


Town of Pendleton, Indiana East Street Corridor Project

Madison County Council of Governments



ACKNOWLEDGEMENTS

This publication has been prepared by the
Madison County Council of Governments
in August 2016.



Jerrold Bridges, AICP
Executive Director
Madison County Council of Governments
16 E 9th Street, Room 100
Anderson, Indiana 46016
765.641.9482

All information contained herein is expressly
the property of the Madison County Council of
Governments. Should any or all of this publication
be duplicated elsewhere, we request appropriate
attribution for such usage.

Project Staff
Robert Wertman, AICP, PTP
Transportation Planning Supervisor
Neil Stevenson, AICP
Senior Planner
Abigail Overton
Community Planning Intern
Charlie Rymer
Community Planning Intern
John Lavine
Community Planning Intern
Julia Chanen
Community Planning Intern
Saima Musharrat
Community Planning Intern

Special thanks to Rachel Christenson, Planning
and Zoning Coordinator, Town of Pendleton.



TABLE OF CONTENTS

04

I. EXISTING CONDITIONS

06

2. DESIGN OVERVIEW

10

3. PLACE BRANDING FOR FALLS PARK

12

4. SECTION 1

20

5. SECTION 2

24

6. SECTION 3

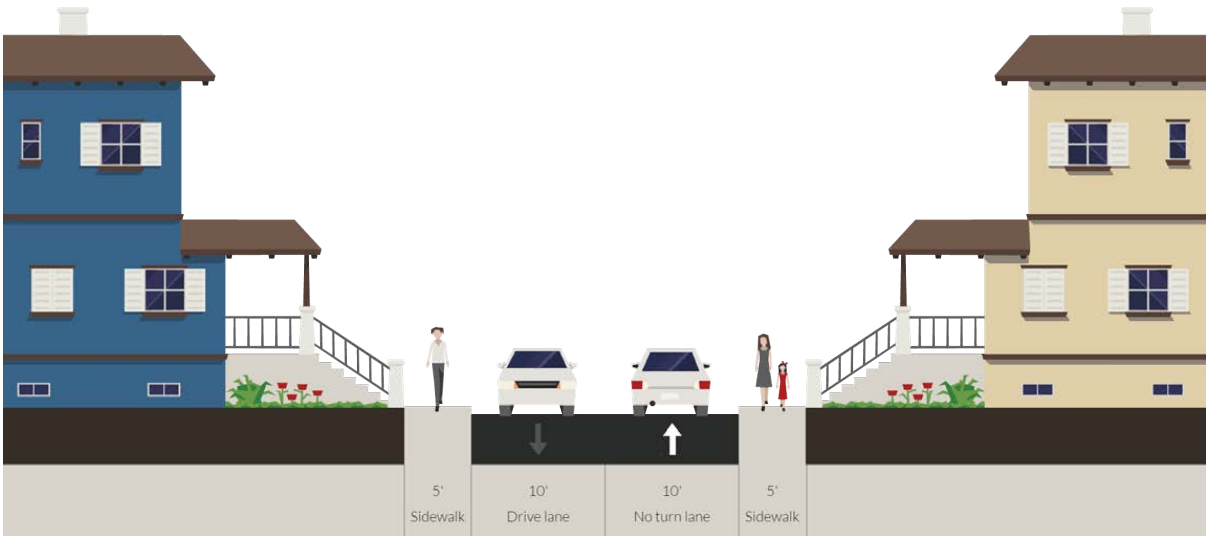
28

7. SECTION 4

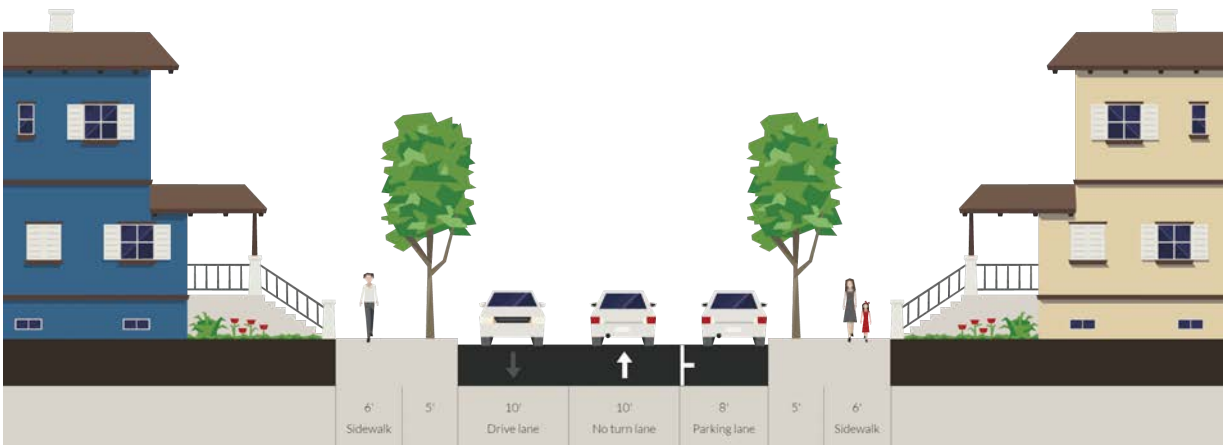
EXISTING CONDITIONS

The Right of Way (ROW) along East Street varies from Falls Park Drive to E Madison Avenue. The smallest point is about 18' and increases to 58' in front of Pendleton Elementary School. To make this corridor more coherent and for it to act as a pathway to Falls Park at the north end, East Street should be widened to 50' if possible (and kept 58' in front of the Elementary School). The desired ROW along East Street is at least 50' at minimum as this will encourage a more functional design within the street: widened roads and enlarged intersections which will be able to carry the increased traffic Pendleton is experiencing. Besides moving motor vehicles, widening the right of way will encourage use by many different types of people, allowing them to travel more easily and comfortably along this corridor. The widening of the road would also give Pendleton flexibility in their street design—there would be more room for street amenities, ADA accessible sidewalks, ramps, crosswalks, benches, tree lawns, and much more. The street sections shown give examples of what is possible with 30' of ROW, which is an average ROW along East Street, and what would be possible with a 50' ROW.

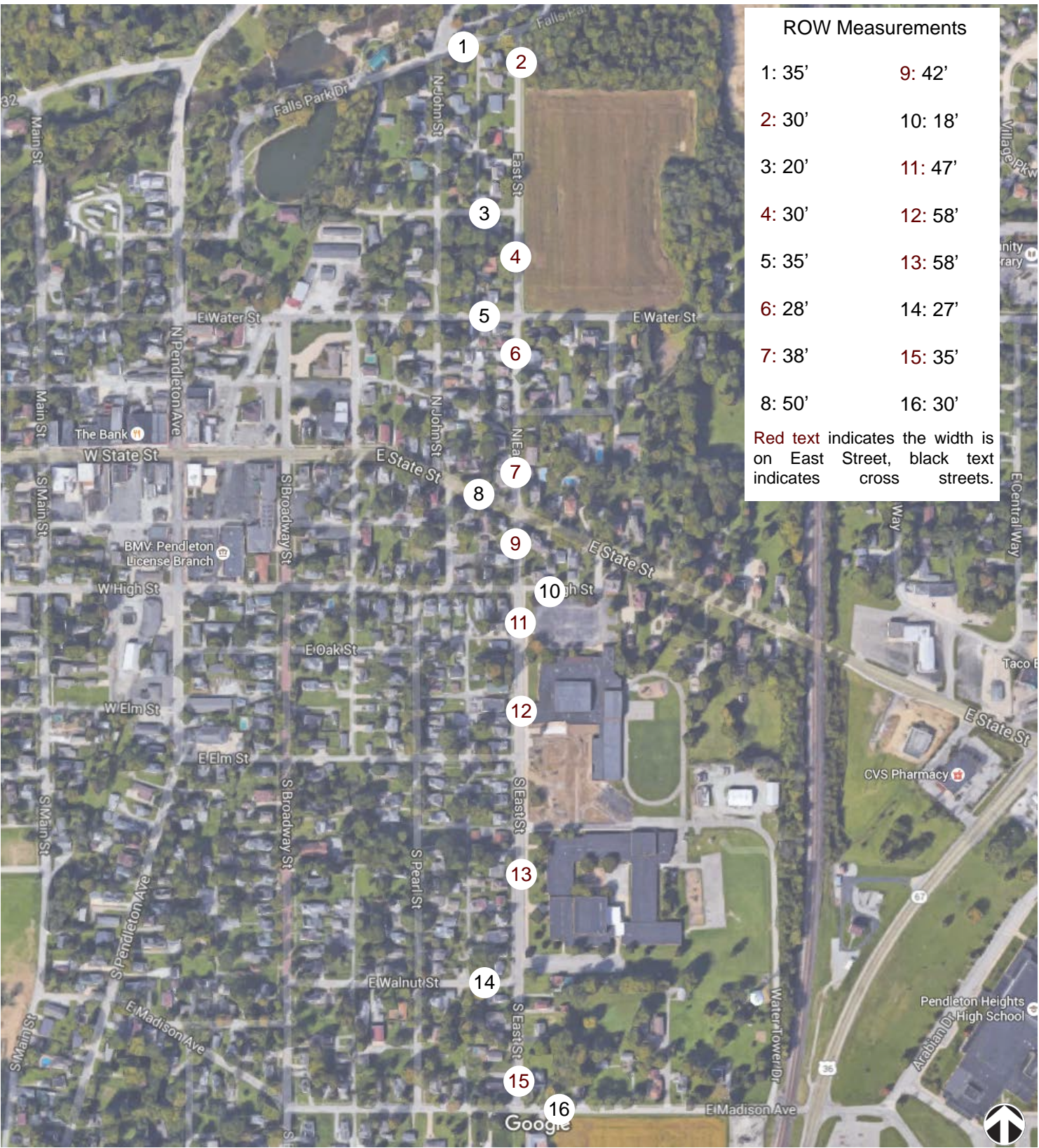
Possibilities of a 30' Right of Way:



Possibilities of a 50' Right of Way:



Existing Right of Way Measurements





East Street looking north across from Pendleton Elementary School



East Street looking north towards Falls Park across from the proposed community center and Hallowell Drive



Intersection of East Street and Falls Park Drive



Intersection of East Street and State Street looking south



Intersection of East Street and Water Street looking south



Intersection of East Street and Walnut Street facing northwest

DESIGN
OVERVIEW

GENERAL GOALS:

- 1) Slow down traffic near Falls Park.
- 2) Increase pedestrian access to Falls Park.
- 3) Create a coherent gateway to Falls Park along East Street.
- 4) Improve intersections along East Street.
- 5) Widen East Street to accomodate functional design.

Overview Map:
EAST STREET CORRIDOR PLANNING
PENDLETON, IN



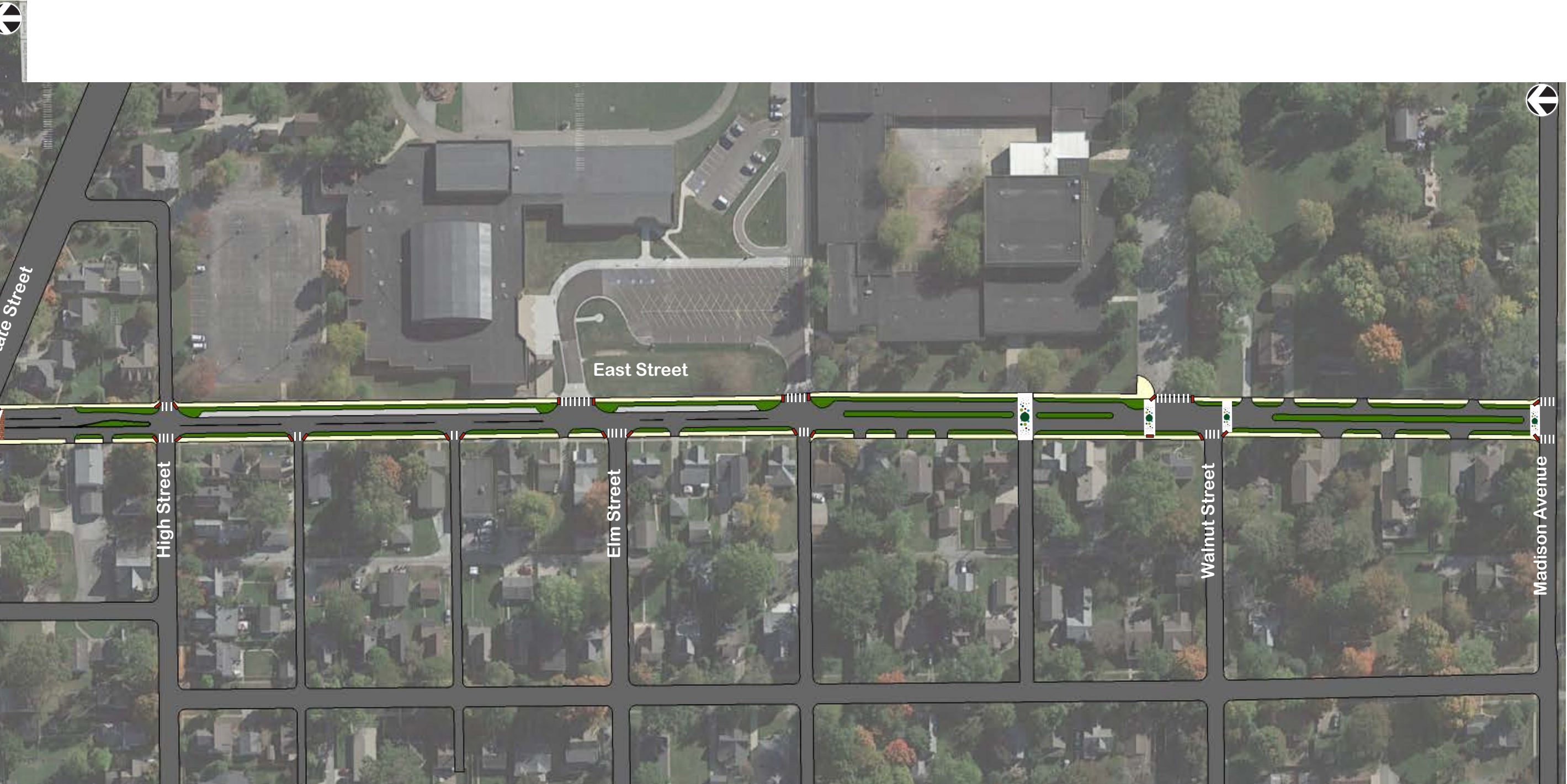
SECTION
OVERVIEW



Proposed Corridor: Falls Park Drive to State Street



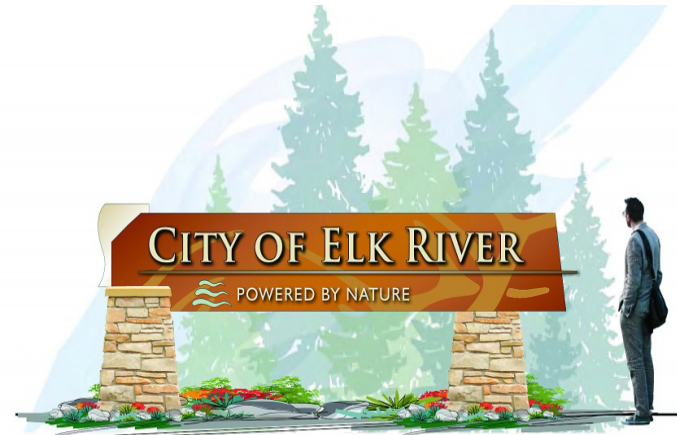
Proposed Corridor: State Street to Madison Avenue



PLACE BRANDING

Branding is a tool to turn a location into a destination. By branding an important and touristic place in the community with the use of particular color schemes, gateway design, street banners, wayfinding signage etc. not only attracts more tourists but also creates a sense of identity to the place. Falls Park in Pendleton is definitely a key destination for its natural beauty offered. The proposed color schemes are derived from different images of Pendleton and the proposed gateway and wayfinding options reflect the color scheme in their designs.

Examples: Gateway



Elk River, MN



River Street, Batavia, IL

Street banners Signage



Melrose District, Phoenix, AZ

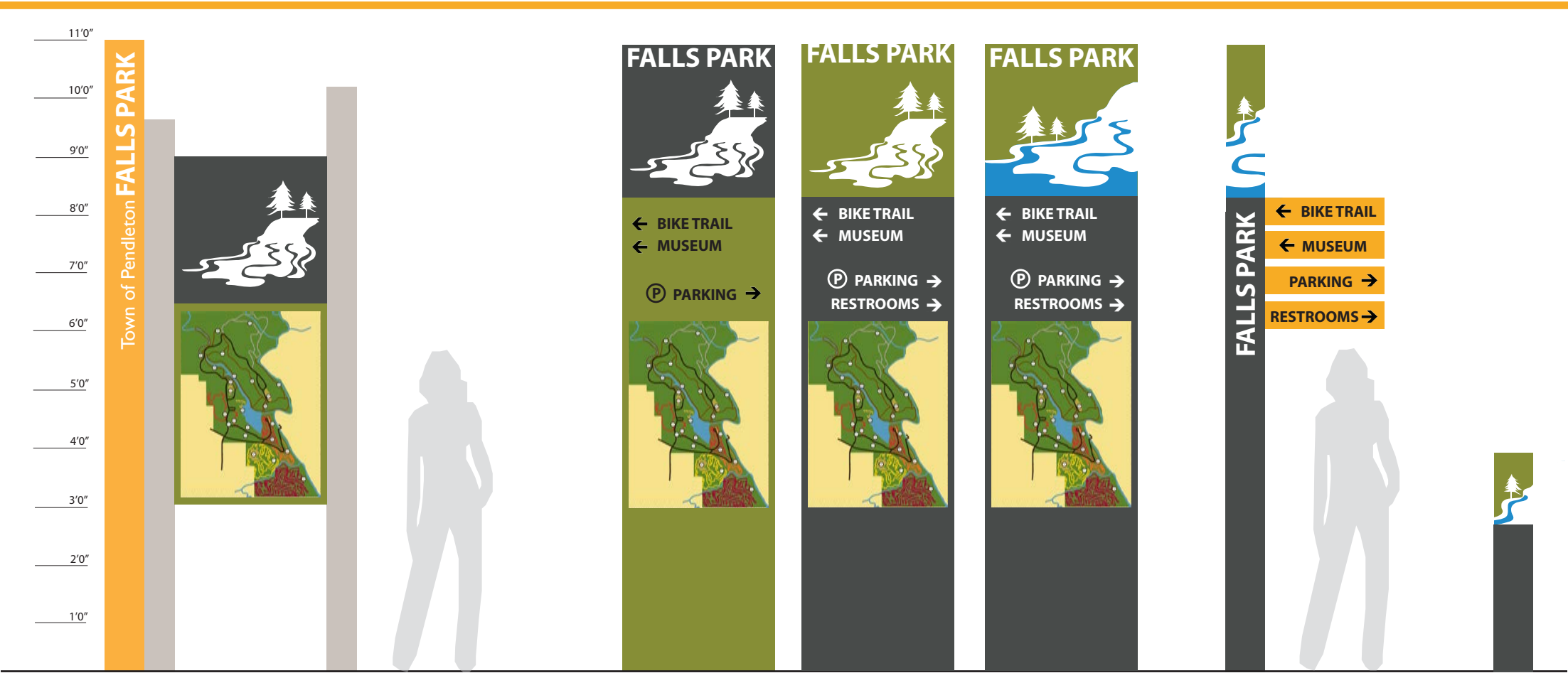


Downtown, Indianapolis, IN

Color schemes for Falls Park



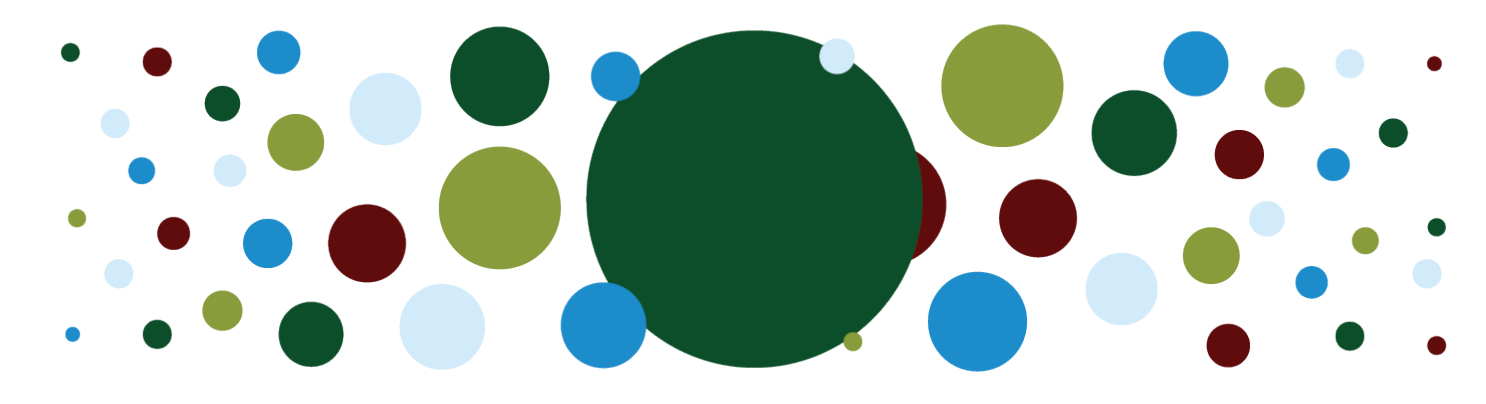
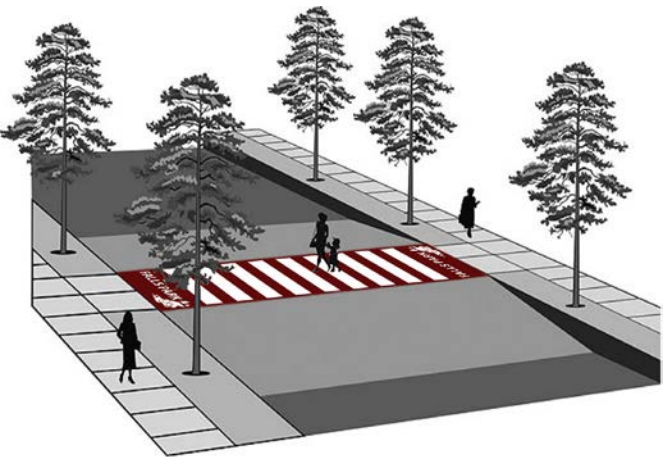
Gateway and wayfinding options for Falls Park



Source: Saima Musharrat

Crosswalk Design options for Falls Park

Marked crosswalks are an essential element for helping pedestrians conveniently and safely move across the roadways. Coupled with unique design options and strategical placement around Falls Park, these crosswalks can lead the way to the Park entrances in a fun way. The different designs also help build the character of the place and act as a traffic calming tool in the surrounding streets.



Source: Charlie Rymer

SECTION 1:

PROPOSED LIVING STREET

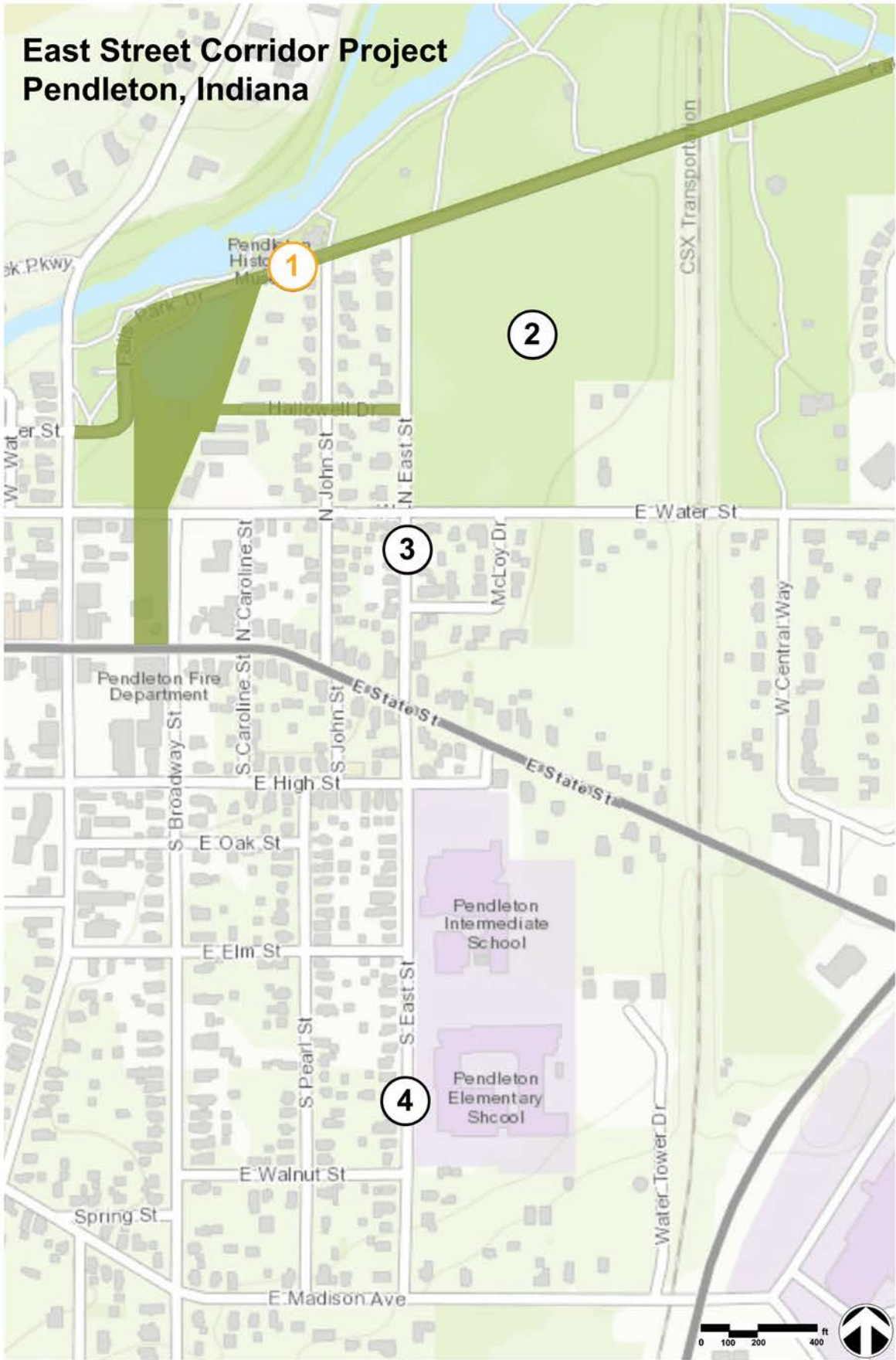
Living Street Characters and Examples

Living Street Pavement Examples

Living Street along Falls Park Drive

PROPOSED VEHICULAR ENTRANCE TO FALLS PARK

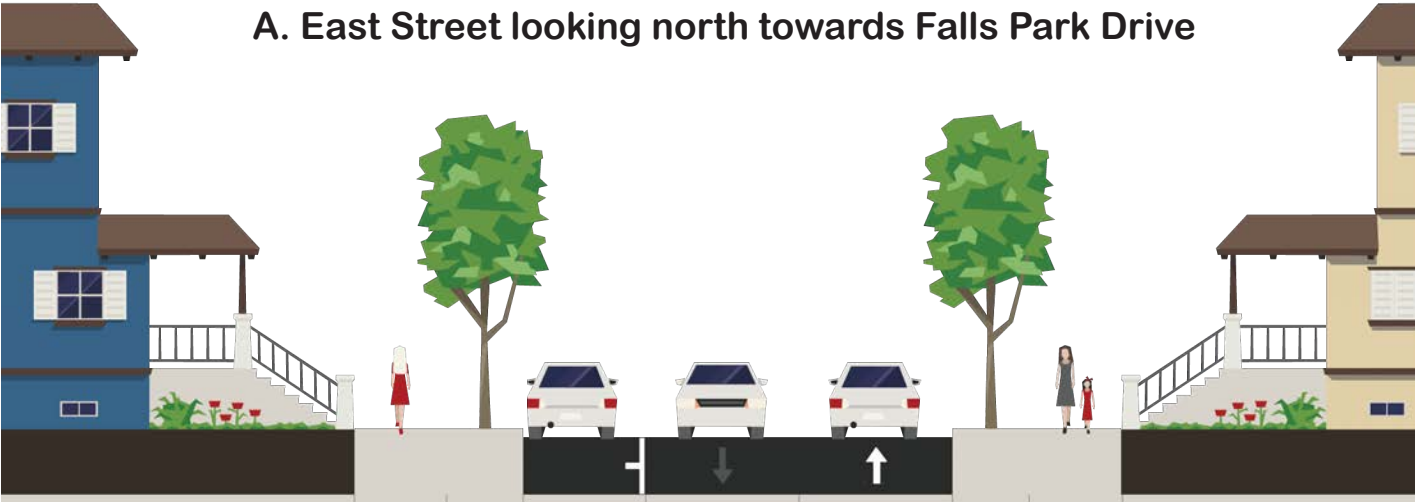
PROPOSED PEDESTRIAN ENTRANCE TO FALLS PARK



NOW: Aerial view of Falls Park and East Street



A. East Street looking north towards Falls Park Drive



B. Falls Park Drive facing east



PROPOSED LIVING STREET



Pedestrian Entrance to Falls Park

The suggestion here is to work towards a living street (see page.13) from the Sports Complex on the northeast side of this map to the southwest where Falls Park Drive intersects with Pendleton Avenue. At the intersection of Falls Park Drive and East Street, there is a proposed new vehicular entrance (see section 5) to Fall Park via a roundabout. The living street sign shows the activities which can take place along the street: homes, businesses, play areas, parks, and cars, cyclists, and pedestrians.

Also known as shared streets, home zone, shared zone, woonerf etc., the living street concept has been successfully implemented in many cities around the world.



Different signage of living street

Living Street Characters and Examples

The goal of a living street is to act as a shared space between various modes of transportation while allowing pedestrians to engage freely throughout the length of the street. The living street is a place for community members to walk, bike, gather, and sit, but still serves as a functioning roadway. Vehicles are allowed access to this space, but are forced to drive slowly and carefully by design through strategically placed bump outs, seating areas and greenery that create a curved path.



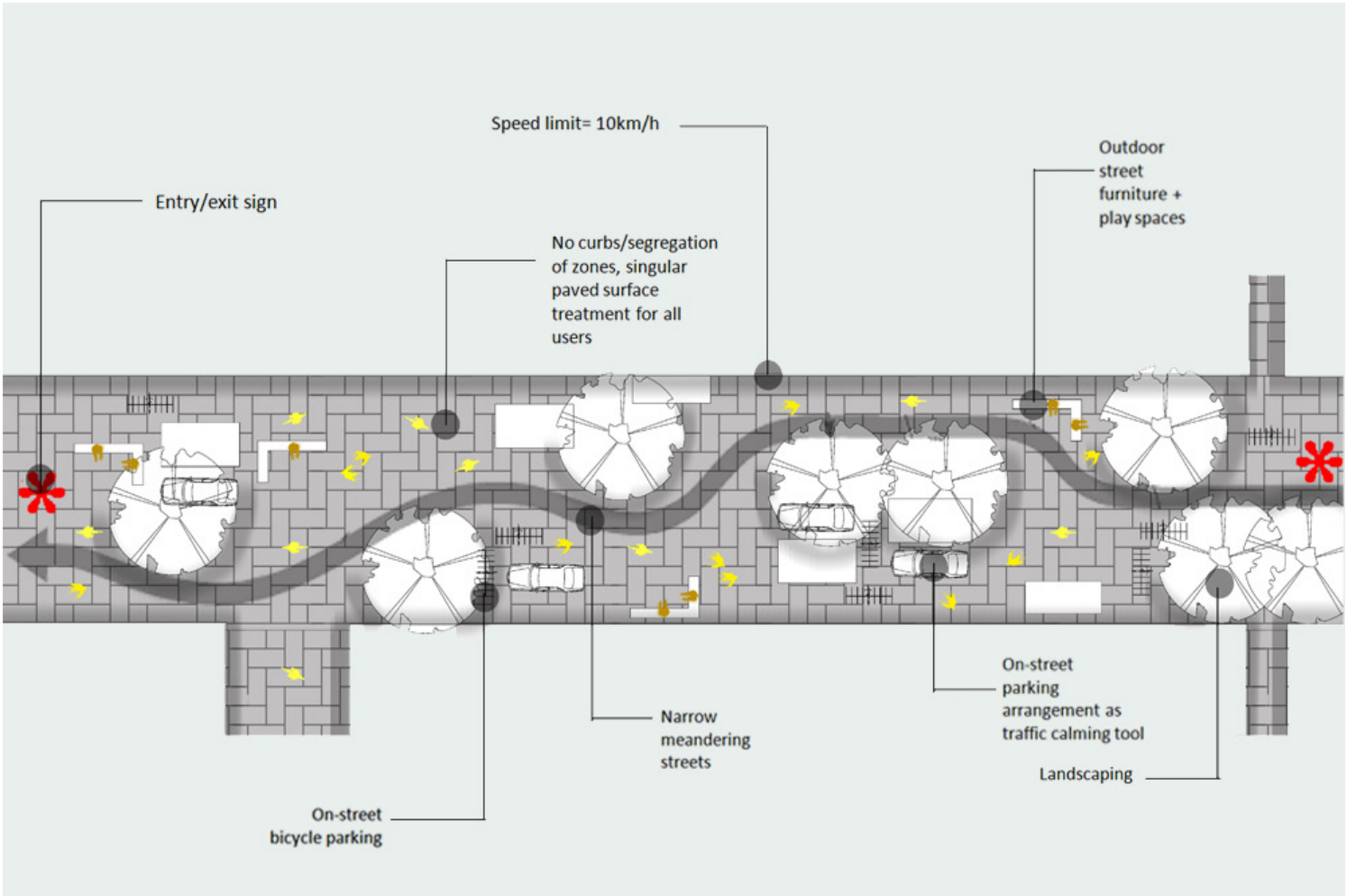
Seating is extremely important in a living street, giving people who are walking the option to sit and take a break. Source: pinterest.com



Monument Circle in Indianapolis shows where vehicles are allowed without limiting the space that pedestrians and cyclists may use. Outdoor seating, lighting and greenery also add to the aesthetic. Source: googlemaps



Historic Pearl Street in Boulder, Colorado includes shopping, greenery, seating areas, pedestrian streets and more. Source: www.tripadvisor.com



Living streets can look very different but they will have some or all of these amenities. Source: streetswithoutcars.files.wordpress.com

Living Street Pavement Examples

Living streets are also paved with a distinct material—often brick or stamped concrete—that denotes a change from the normal roadway. The use of design to encourage pedestrians to utilize the space and to force drivers to be more attentive proves more effective than posted speed limit and warning signage and serves a dual purpose of beautifying the street and community as well.

There is no singular design prescription for Living Streets; each one is unique and responds to its community context. A Living Street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.



On Georgia Street in Indianapolis, this pavement is used to show pedestrian movement into the street is allowed. Source: pinterest.com



As shown by this UK example, it is very important to denote the living street with differences in paving. Brick is commonly used and shows the hierarchy of pedestrians over cars. Source: /la2b.org.



Creative ways to mark crosswalks in Slovenia. Source: www.notey.com



Paving patterns that are the same on the sidewalk and streets encourage pedestrians to use both areas and make drivers more aware of them. Source: skyscrapercity.com



These squares with pops of color can be found in the UK along with these moveable seating pieces along a street. Source: unitedcreatives.com



Source: tugatotheworld.wordpress.com



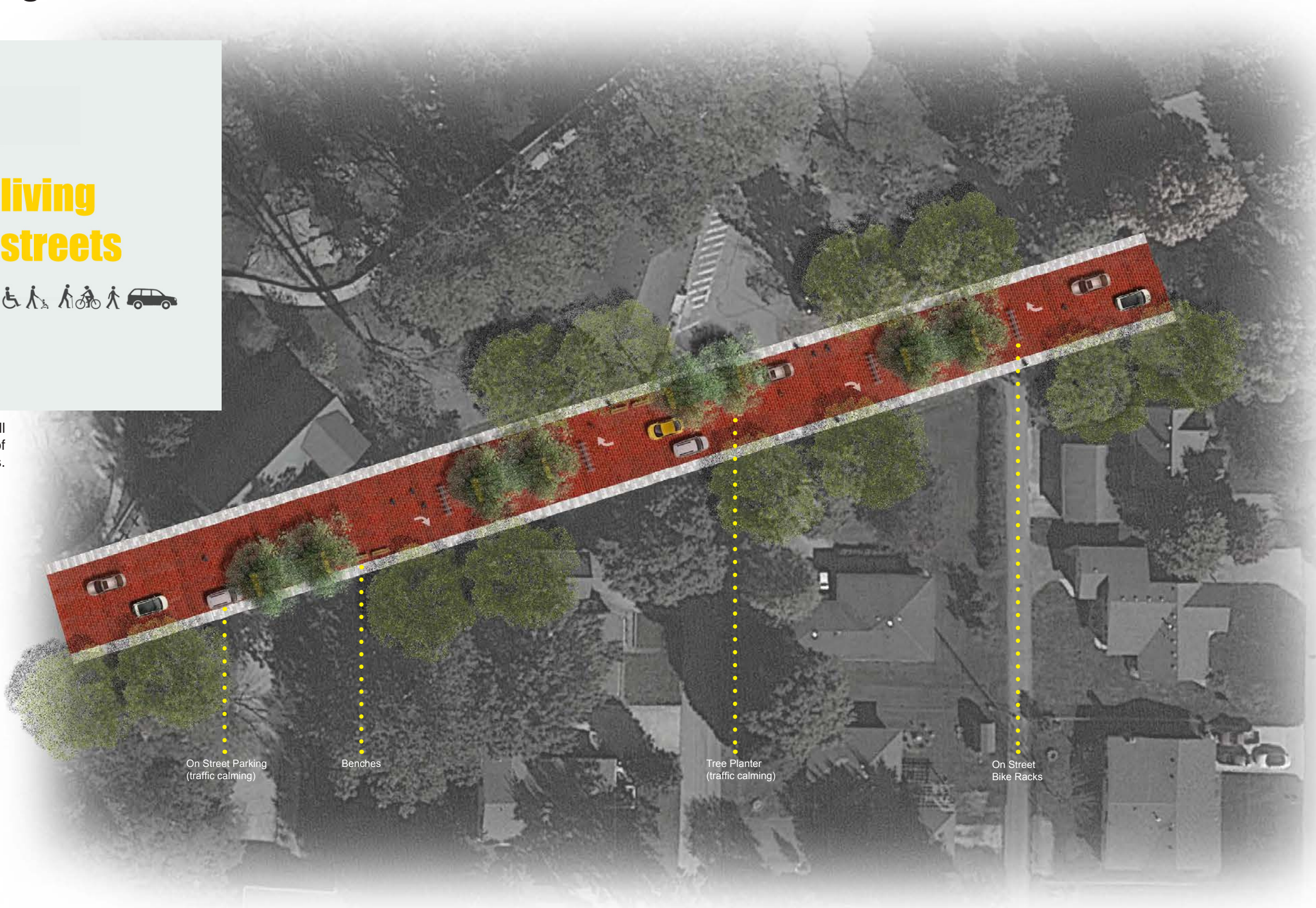
Source: <http://www.plataformaarquitectura.cl/>

Living Street along Falls Park Drive



The goals of living streets which will also enhance the goals of the town of Pendleton. Source: streetswithoutcars.files.wordpress.com

Establishing a living street on Falls Park Drive in Pendleton would create a pedestrian oriented space adjacent to Falls Park, acting as an extension to the recreation area while still leading traffic to the new pedestrian and vehicular entrances to the park. A living street would also discourage the use of Falls Park Drive as a main road through Pendleton and significantly slow down the remaining traffic.



PROPOSED VEHICULAR ENTRANCE TO FALLS PARK



The proposed single lane roundabout on Falls Park Drive will create a new vehicular entrance for Falls Park and simultaneously encourage drivers to slow down around Falls Park because of the curves in the road and the roundabout itself. They will also be slowed down because Falls Park Drive is proposed to be a living street: an area where pedestrians are more important than cars and have more space along the street than cars do. There are no curbs; everything is one level for pedestrians to move easily along the corridor. There are also many seating options, trees, bicycle racks, tables, and other amenities to serve the pedestrian. East Street will be widened to 50 feet south of the roundabout allowing for a more functional street design with flexibility for what can be present on the street and who will feel comfortable within the corridor. North of the roundabout is a parking area for visitors to Falls Park and close access to many trails.

PROPOSED PEDESTRIAN ENTRANCE TO FALLS PARK

NOW: E State St & N Broadway St



The proposed pedestrian entrance to Falls Park at E State St and N Broadway St will provide access to visitors on foot to the park. This will offer a chance to connect the Pendleton downtown and historic Broadway St with Falls Park.

Two design options have been explored for the Pedestrian Entrance.

Option 1



The first design option proposes a sculptural feature at the intersection and a pathway leading to the park. The sculpture will mark the point of entry and act as a landmark of the surrounding space. The curvilinear path can be coupled with seatings, water feature, gardens, timeline and display wall etc. to make the movement more interesting.

Design precedents



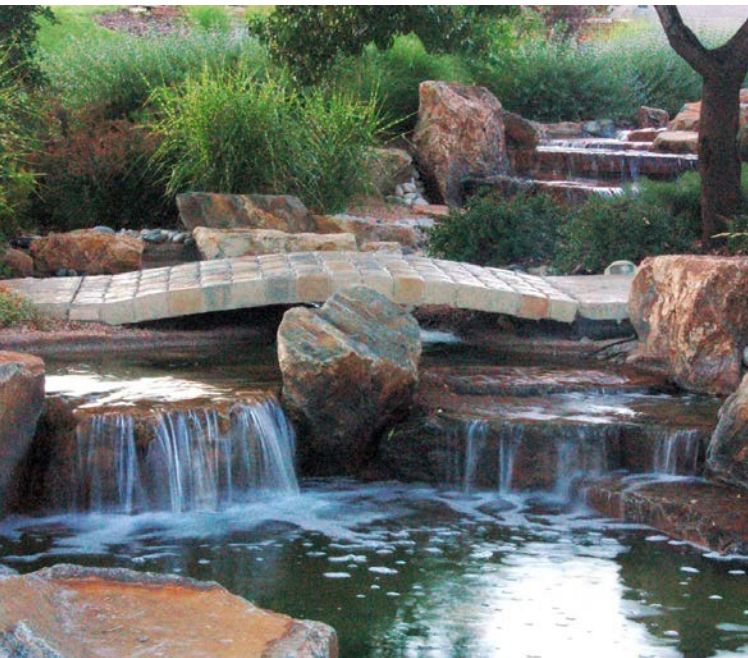
The design precedents show different ideas for seating, landscaping, display wall etc. in the images:

- a) Shanghai Houtan Park, China
- b) Canadian Museum of Civilizations Plaza
- c) Sola City, Japan

Option 2



This interactive, mill-themed water feature is perfect for engaging community youth and is simple enough to construct with cost-effective materials.
Source: www.freeindex.co.uk



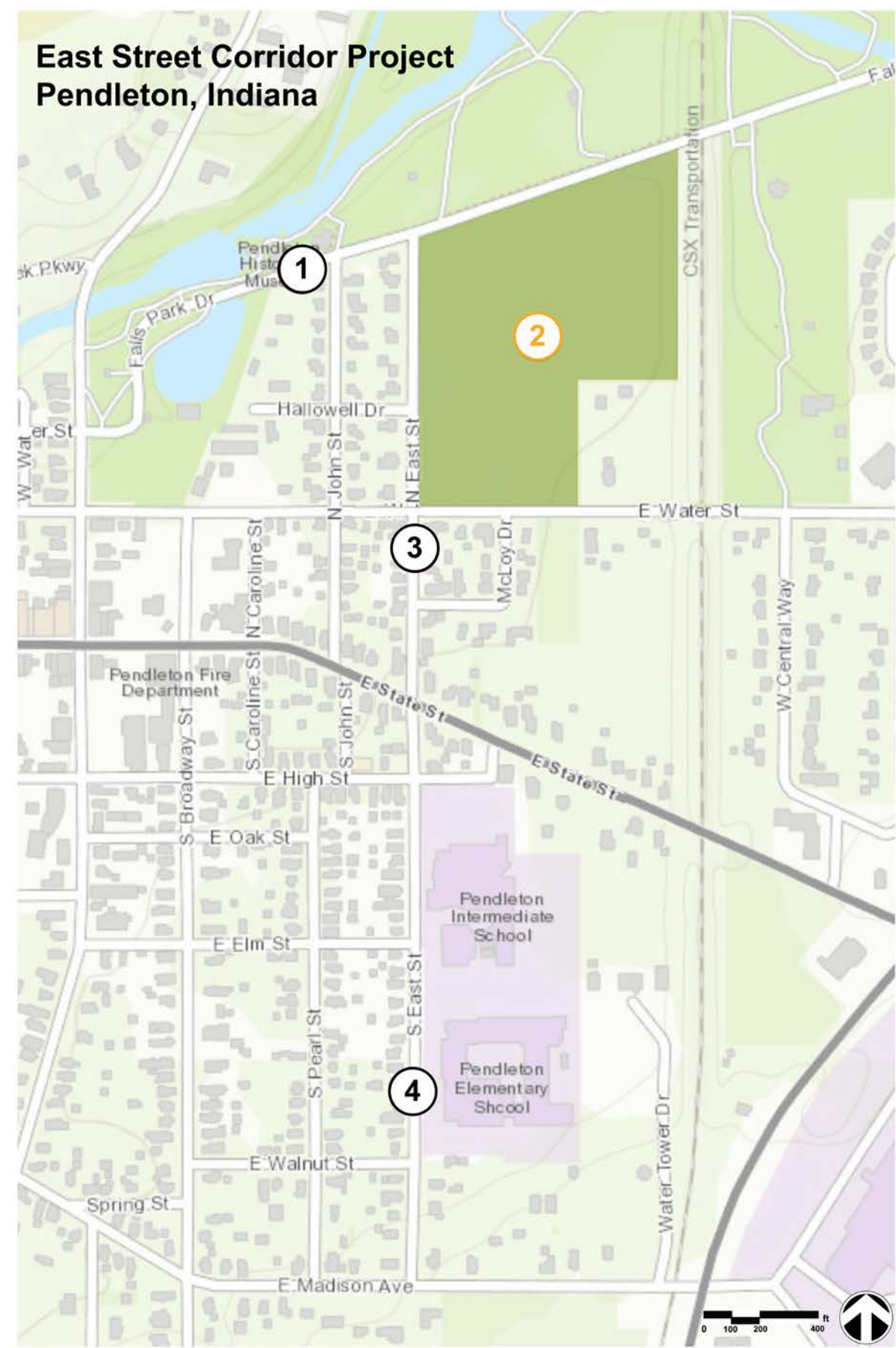
This waterfall is similar to the waterfall beneath the bridge over Fall Creek. It could work as an interactive representation of the creek.
Source: photos.hgtv.com/



Source: John Lavine

SECTION 2:

PENDLETON COMMUNITY
CENTER



PROPOSED COMMUNITY CENTER

The character of this proposed design is a naturalistic educational learning center. Aside from the nature center the rest of the proposed design is Pendleton's One Stop Shop for activity. The proposed design is complete with a Community Center, Community Garden, Sports Field, and Trail System. Another consideration of the site were the houses on East St. adjacent to the park.

The idea was to make the site seem like it was tucked away in the trees, and not a visual amusement park for the neighbors across the street who may want privacy. Lastly connections were made to surrounding gateways and Parks by adding sidewalks and crosswalks to allow pedestrians to be connected to the larger Pendleton area and move through seamlessly.



Source: John Lavine

The precedent for this proposal is a place called “The Little Red Schoolhouse”. The Little Red Schoolhouse is a nature center that is surrounded by a forest preserve and “Long John Slough”. The Little Red Schoolhouse is just that, or at least it started that way. It is a Schoolhouse from the late 1800’s that was salvaged and located on the site. Inside the schoolhouse there are displays that have a lot of information on animals and insects that visitors can interact with. The Little Red Schoolhouse makes for a great place for school field trips where the kids get an exciting, and unforgettable educational experience. The grounds around the Little Red Schoolhouse have a trail that takes visitors through the different natural areas including Wetland, Prairie, and Woodland. While walking the trail there are many spots to observe plants and animals or just have a picnic. Along the trail there are many opportunities to identify certain plants and animals in their respective habitats as well as the transition zones.



Source: John Lavine



Source: John Lavine

This highly active site is in a great location being near the center of the community and would serve as a great educational opportunity for the nearby school children.

SECTION 3:

LIMITATIONS OF EAST STREET AND WATER STREET

PROPOSED INTERSECTION TREATMENTS

Intersection of East Street and E Water Street

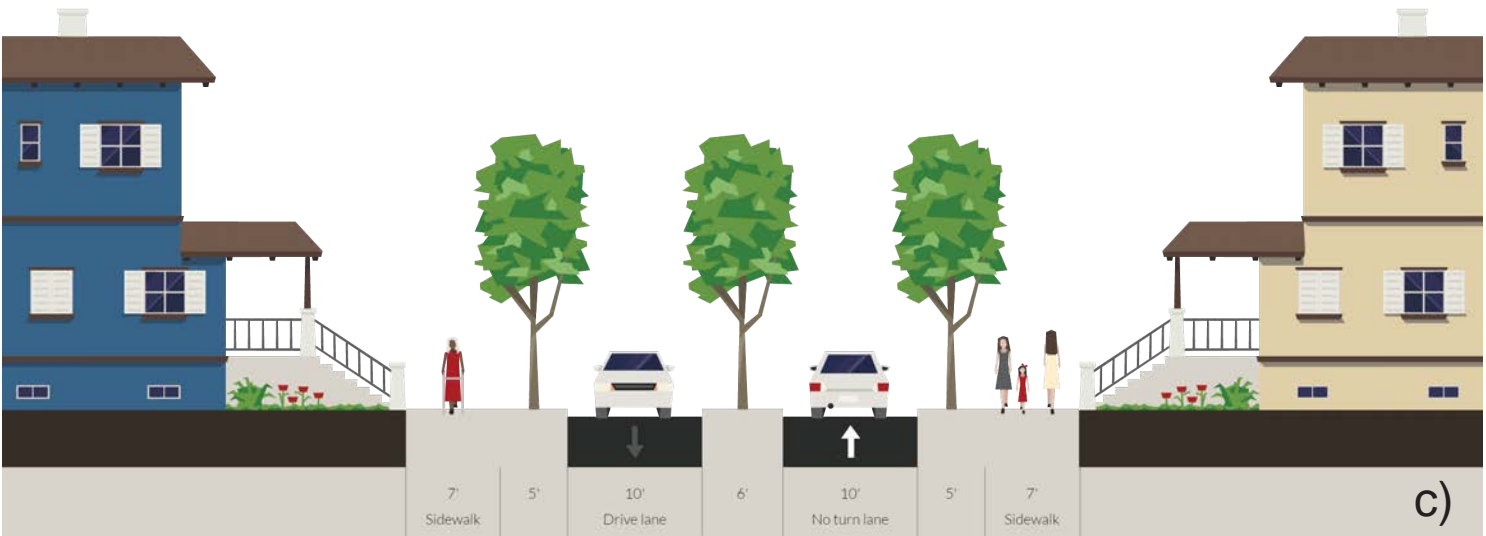
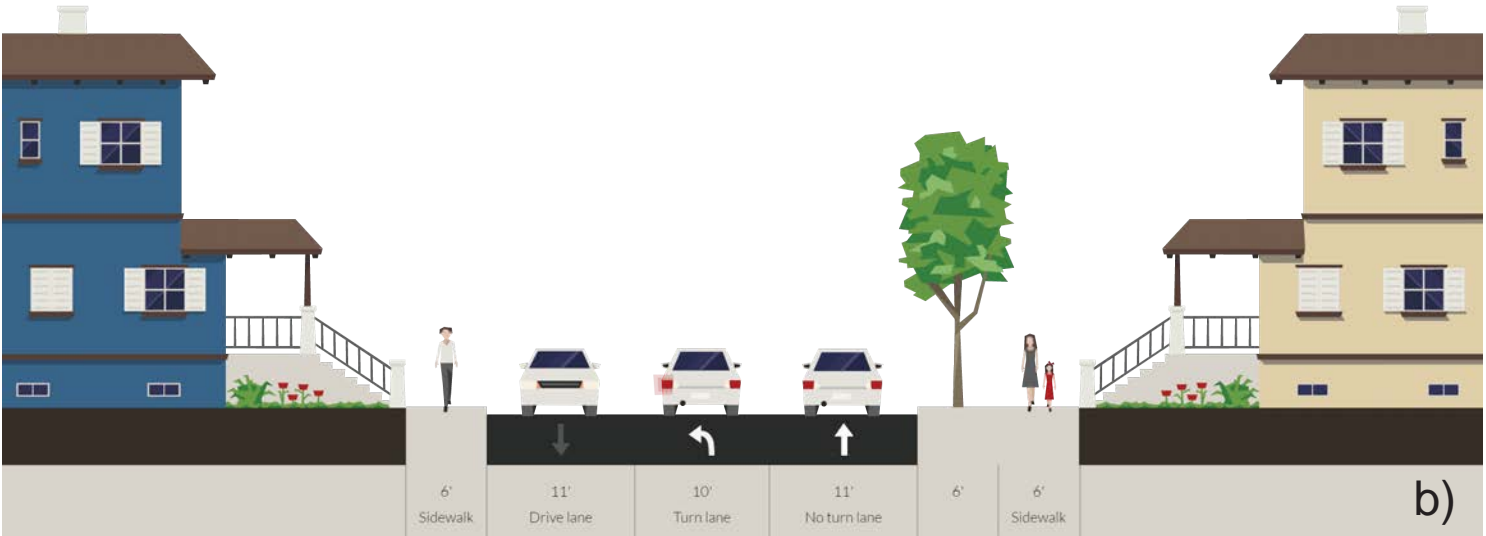
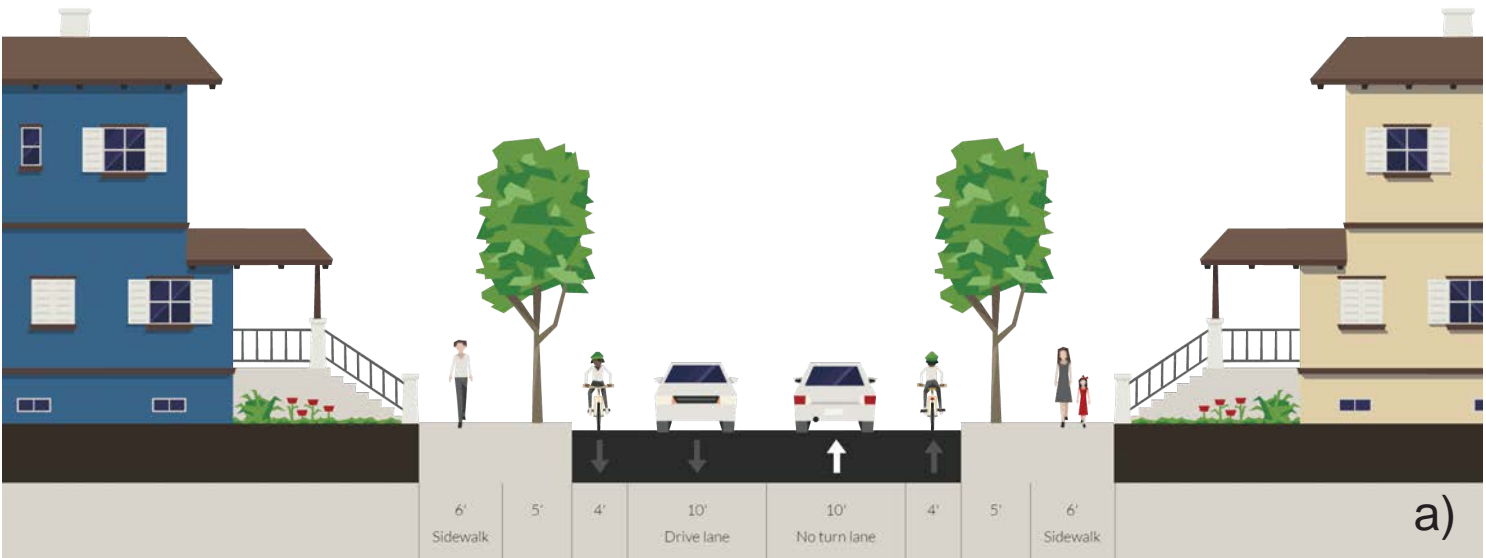
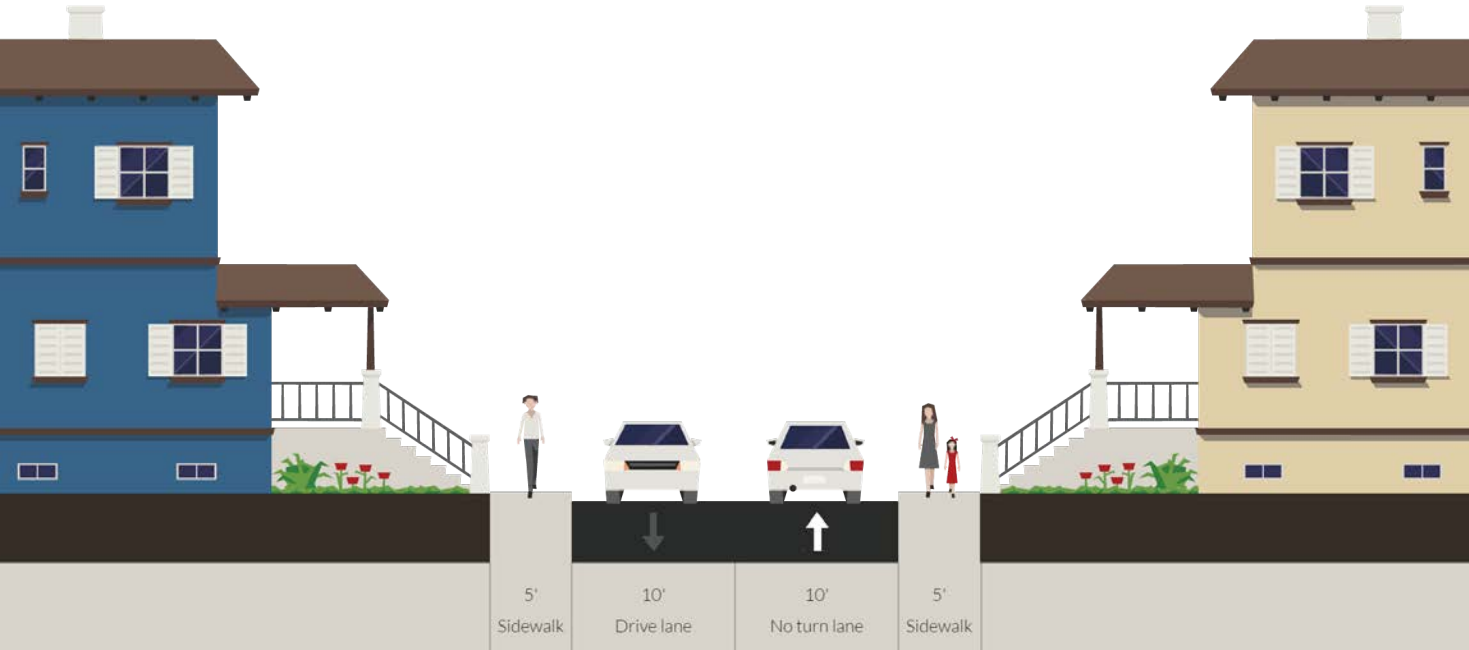


LIMITATIONS OF WATER STREET AND EAST STREET

Options for a 50' Right of Way

Currently, this intersection has limited possibilities because of its size and disorganization. The ROW is about 30' to the north and south of the intersection on East Street and about 35' on the west and east side of the intersection on Water Street. This barely allows for two safe drive lanes with small sidewalks on either side of the road. Without a designated parking lane, people are inclined to park wherever, in unmarked areas and into the grass on the side of the street. Currently, this is a four way stop which does not encourage lots of traffic and does not have well-marked crosswalks. Upgrading the intersection to a roundabout or installing traffic lights will give it the capacity to deal with more traffic and make it more organized. Adding well-marked crosswalks will encourage more pedestrian use as well. Widening both East Street and E Water Street will give them more of a grand boulevard feel and will divert traffic from State Street.

Existing Conditions (30' Right of Way)



PROPOSED INTERSECTION TREATMENTS

Option 1: Widen the Roadway

One option is to widen the roadway at East Street and E Water Street. To accommodate for more traffic at this intersection, widening both the east/west and north/south streets would be necessary, while keeping them safe for pedestrians as possible by including ADA approved ramps and crosswalks across each street. This option would be recommended to include traffic lights at the intersections as the expected traffic volume would increase with the widening of the road. By widening Water Street to accommodate more vehicular traffic, it is expected that the traffic would decrease along State Street, the next major intersection south of Water Street. A downside to this option would be the increased light on the intersection especially during the night time and widening the roads would take away from some people's homes as there are homes on three of the four corners of the intersection.

(A) East Street facing north



Intersection of East Street and E Water Street



Source: Abigail Overton

Option 2: Roundabout at the intersection of E Water Street and East Street

Another option is a single lane roundabout at the intersection of East Street and E Water Street. None of the roadways have to be shifted to accommodate for the roundabout as they do in the proposed Falls Park Drive roundabout. Both East Street and E Water Street have a little room to increase in size but not much as they are boxed in by residences on three sides of the intersection. This roundabout and widened roads will also increase the capacity of both streets. Water Street will be able to handle some of the traffic currently on State Street to the south and become a main artery to travel to downtown Pendleton. East Street will also be able to handle more traffic traveling to Falls Park. The downside to this option is that it will significantly take away from some of the property of the home on this intersection and it may be necessary to tear down some of these home for this option to work.



Source: Abigail Overton

(B) E Water Street facing west



SECTION 4:

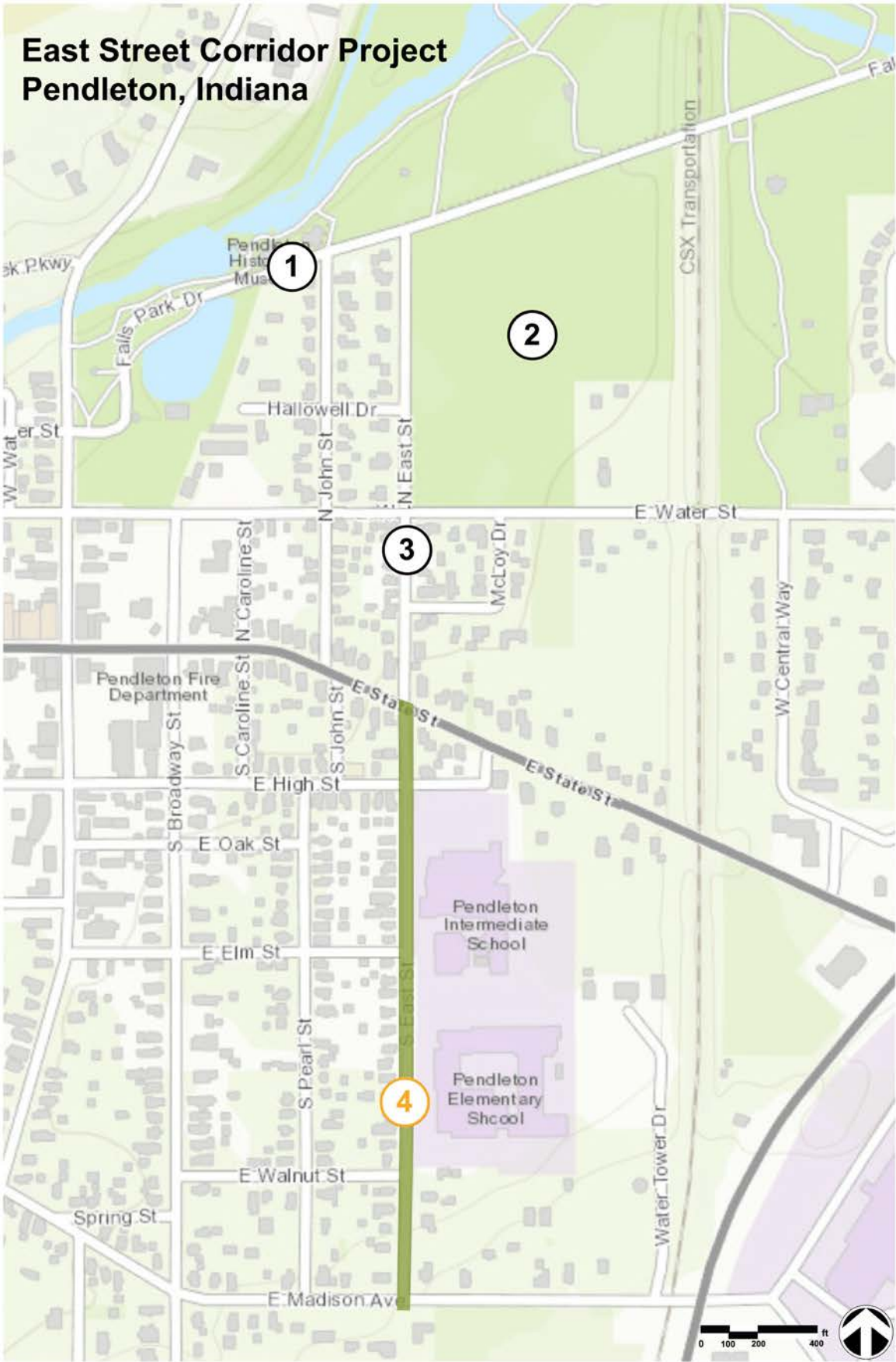
Intersection of East Street and State Street

Intersection of East Street and Walnut Street

PROPOSED STREET TREATMENTS

East Street in front of the Pendleton Elementary School

Street Section Options for East Street in front of Pendleton Elementary School

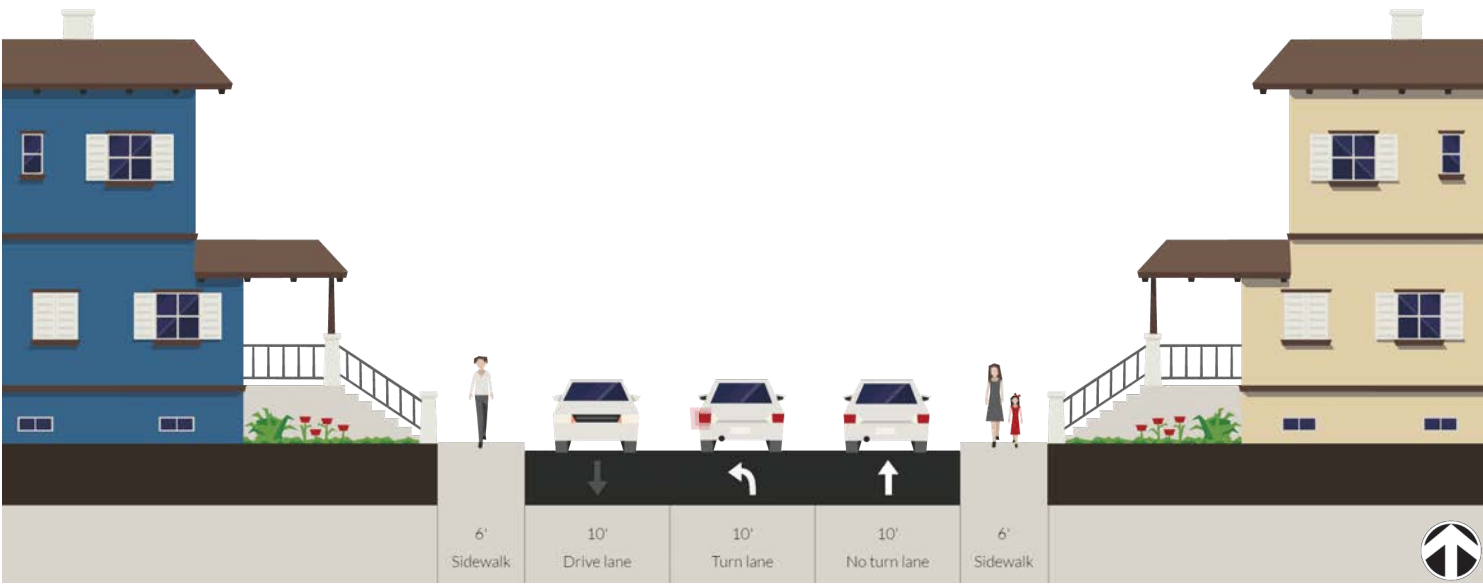


Intersection of East Street and State Street

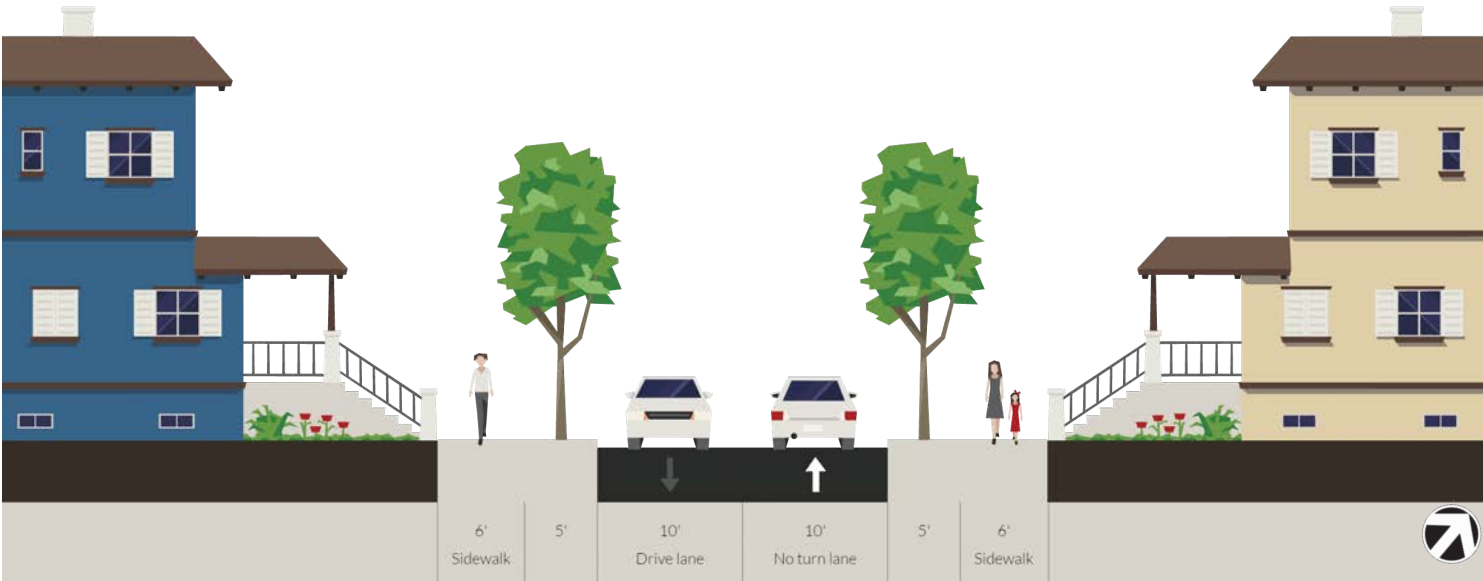


Currently, this intersection supports most of Pendleton’s traffic which is moving through the town towards the downtown. It is also a difficult intersection to deal with because the corners are not 90 degree turns. For being one of the main intersections, it does not have any designations, signage or pavement treatments. State Street is already about 50’ in that area but East Street is only about 40’ at that intersection. This cuts down on the amount of pedestrian amenities that are able to be provided. Widening East Street here would increase safety for cars and pedestrians alike. It would give the possibility of a left turn lane and large sidewalks from East Street onto State Street (see section A) and allow for street

(A) East Street at State Street



(B) State Street at East Street



trees and large sidewalks on State Street, some of which is already present (see section B). This intersection improvement includes pavement treatments (brick pavers) directly on the intersection to alert drivers that this intersection is different and should be treated with caution. Providing crosswalks across each street is essential to pedestrian safety and the two crosswalks on East Street should be raised crosswalks, identical to the other crosswalks along East Street. These will lead to Falls Park and create a brand for the area. The other two crosswalks on State Street do not need to be raised. All of these improvements will increase the accessibility, functionality and aesthetic of the intersection of East Street and State Street.

Intersection of East Street and Walnut Street

This intersection is just south of Pendleton Elementary School and includes the entrance to the south parking lot which is used by many different people throughout the day. Currently, the crosswalks across this part of East Street are confusing and not the most efficient. By straightening out the crosswalks and including the designs which would go all the way up to Falls Park, this looks much more organized and easy to follow.

This may also help kids who are coming to school from the south and can cross the street easier and safer with these crosswalks.



PROPOSED STREET TREATMENTS

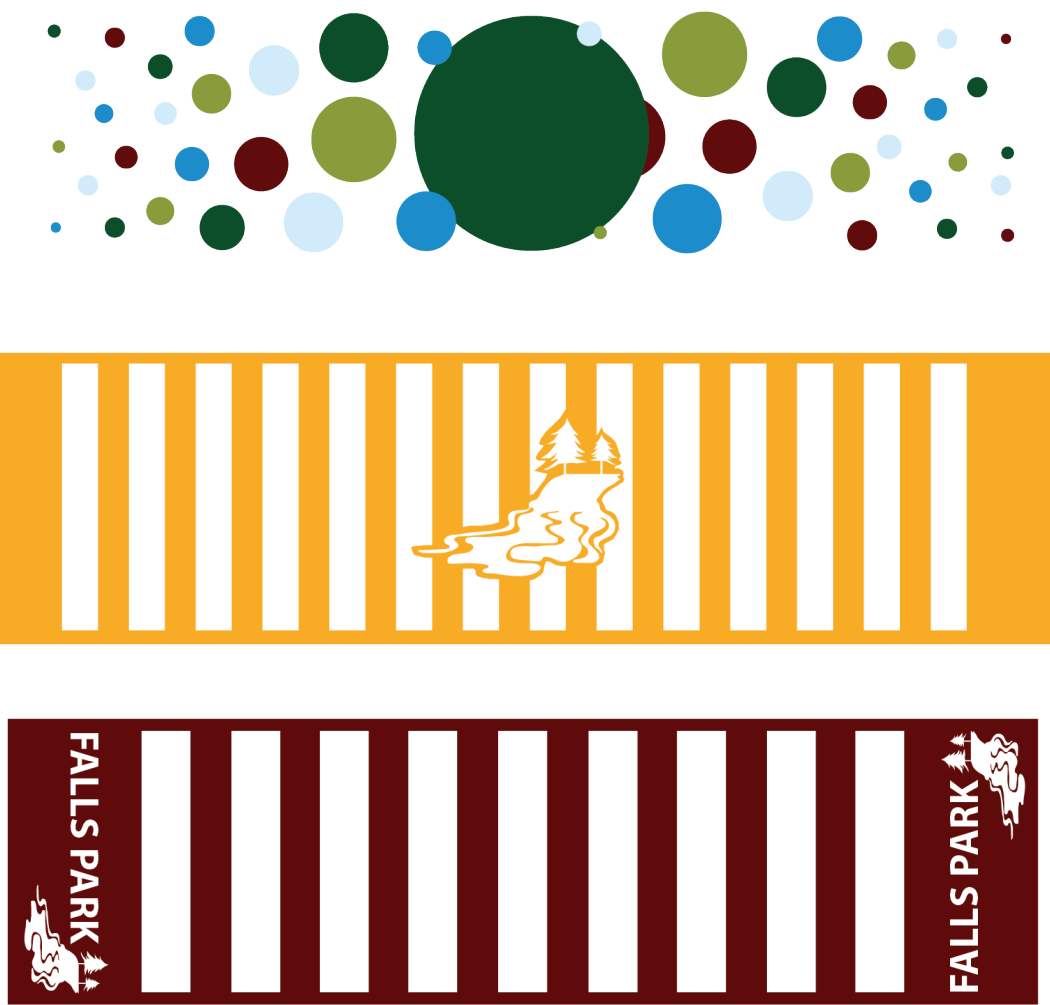
East Street in front of the Pendleton Elementary School

There are many different options for changing the street design of East Street in front of the elementary school; this is just one.

Currently there is about 58' of roadway, significantly more than the rest of East Street. Currently, buses park on the east side of the street during the school year to drop kids off and pick them up. Additionally, many parents park on the west side for the same reason.

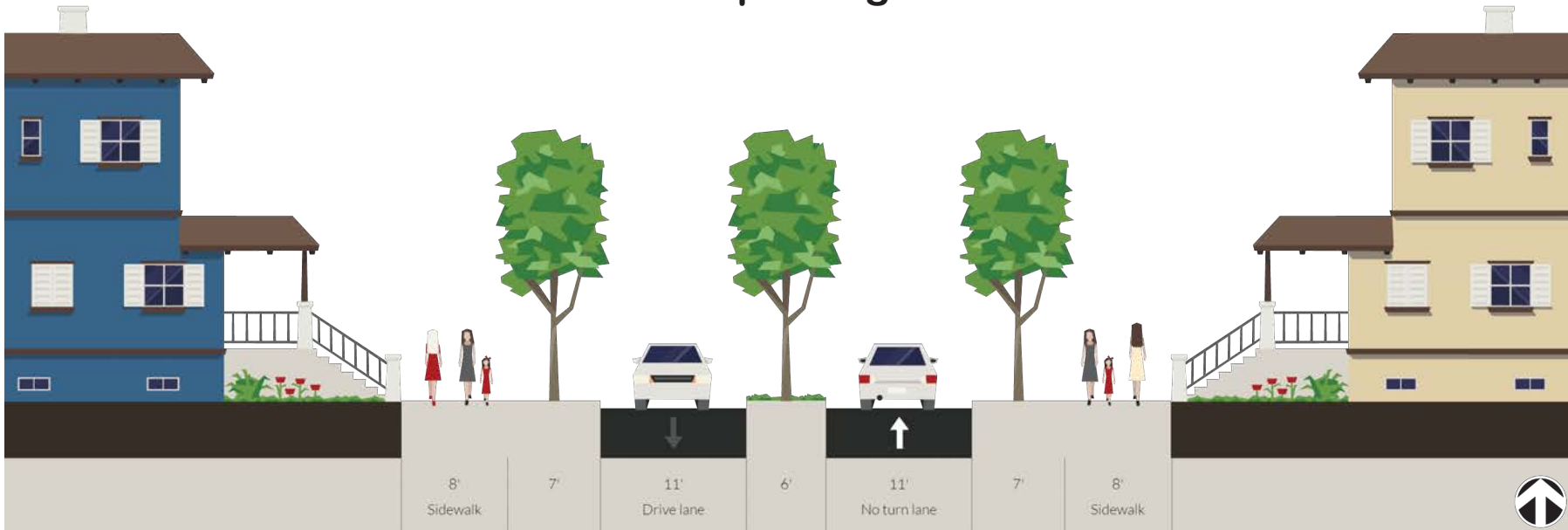
To make this a more pedestrian-friendly area, some redesign of the street needs to be done to make it more appealing to walk around the area and especially for kids to cross the street.

Crosswalk Options for East Street



Street Section Options for East Street in front of Pendleton Elementary School

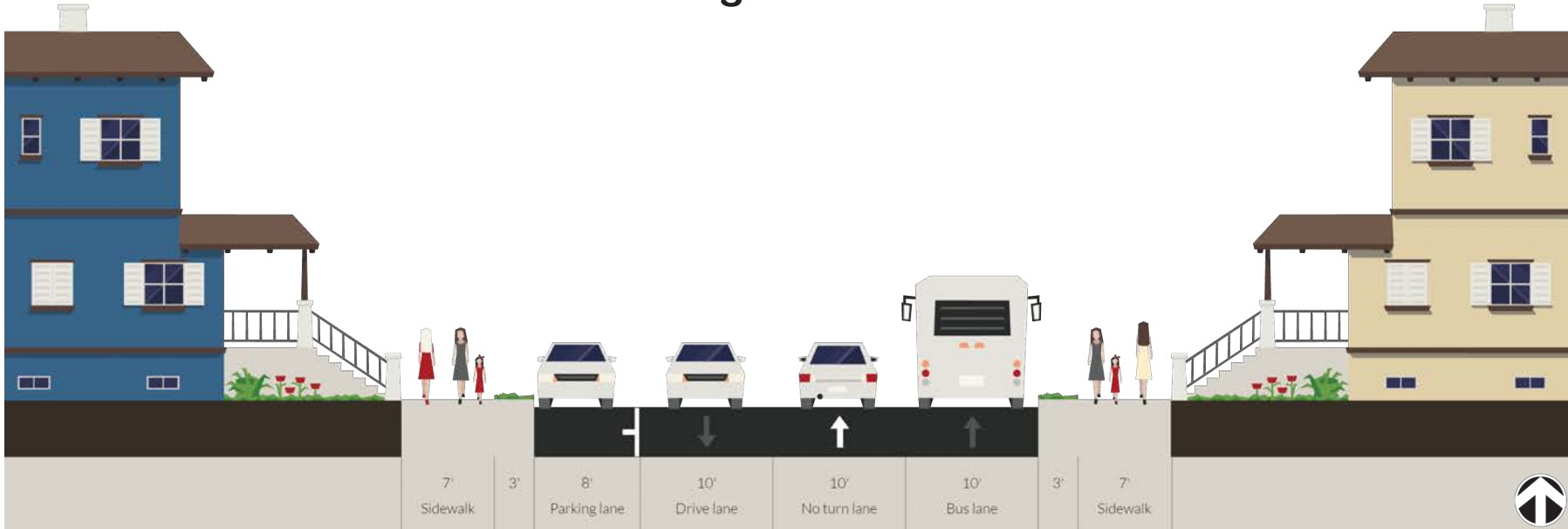
No parking



No parking on either side of East Street in front of Pendleton Elementary School would allow the area to be much more accomodating for pedestrians. This would help parents feel that their children are safer walking a couple blocks to school. Sidewalks would be connected by crosswalks and leading across East Street to the school would be a raised crosswalk to increase safety even more.

Getting rid of the parking in this area also allows for wider sidewalks, more tree lawns, a bike lane in the future, etc. There is a specified place for parents to drop off their kids and an entire bus parking lot which will accomodate the buses during the school day.

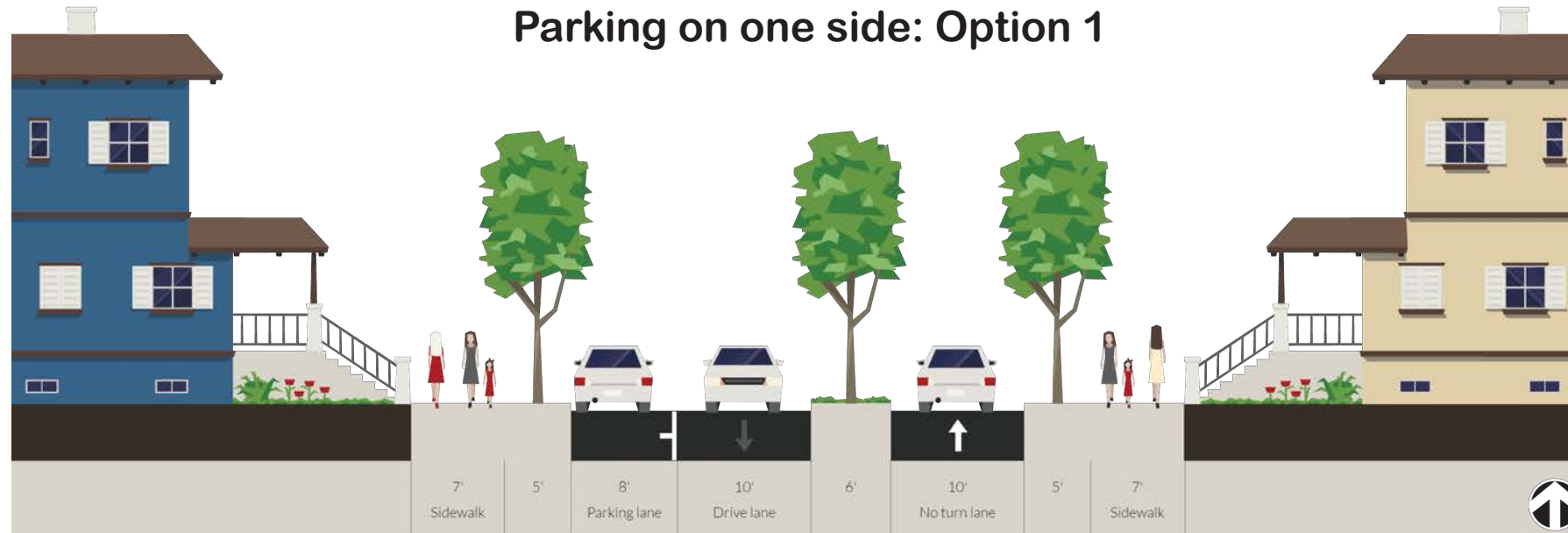
Parking on both sides



On the other end of the spectrum is parking on both sides of East Street which is essentially what the current condition is. There are two drive lanes and a car parking lane on the west side of the street and buses are allowed to park on the east side of the street during the school day.

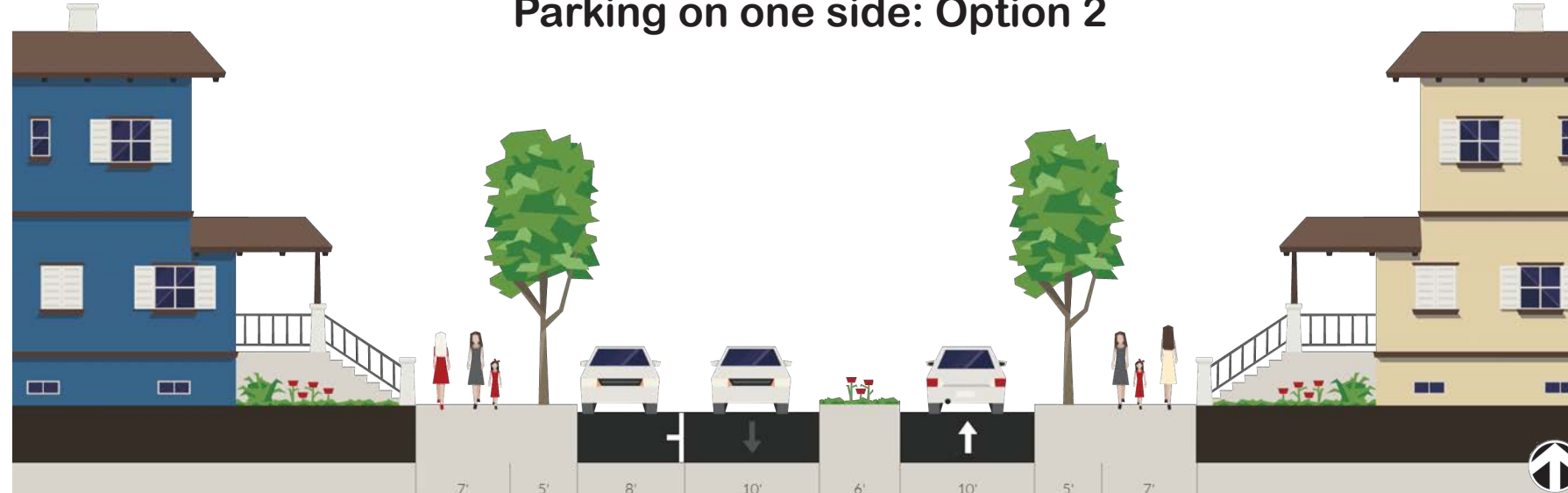
This creates the impression that the street is very large and not inviting to cross because of the many traffic lanes. This would not allow for tree lanes on either side, only small grass islands and sidewalks on both sides.

Parking on one side: Option 1



Allowing car parking on one side would still give parents a place to drop off their kids in the morning and for people to park along East Street during the day and on the weekends. This also allows for tree lawns. With two drive lanes and a parking lane, there is still enough room for large sidewalks on either side of East Street, two tree lawns and a median.

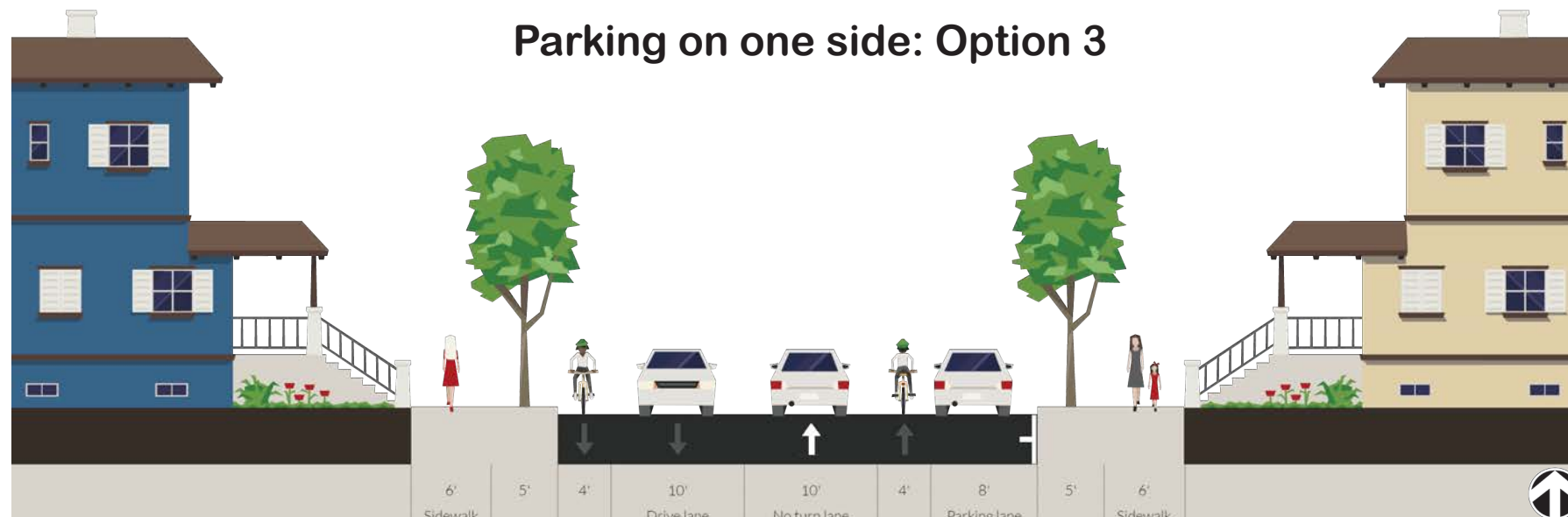
Parking on one side: Option 2



This option is the same general idea except with a planter for the median instead of a tree lawn.

Even though there are still three lanes, the median and tree lawns give the illusion that the road is smaller and easier to cross. This option still includes the raised crosswalk directly in front of the entrance to the school.

Parking on one side: Option 3



This option is still three automobile drive lanes, with two bike lanes added as well. This could be a completely different plan for Pendleton to think about: bike connectivity. If they are looking ahead to encouraging their students to ride their bikes to school, bike lanes on the streets would be an important investment.

Even with two bike lanes, there is still room for large sidewalks on both sides and two tree lawns.